

Forum
Monday
March 13, 2000
University of Washington
Savery Hall Room 239
from 6 to 9 p.m.

ON TRACK

University District Neighborhoods with Link Light Rail Stations



UNIVERSITY STATIONS

Station Area Planning Information Update
From the City of Seattle
STRATEGIC PLANNING OFFICE • FEBRUARY 2000

City of Seattle
Strategic Planning Office
600 - 4th Avenue, Suite 300
Seattle WA 98104

BULK RATE
U.S. POSTAGE
PAID
Seattle, WA
Permit 03258

For further information,
please contact the City of Seattle's
Strategic Planning Office:
206.684.8542

Thoughtful planning in the vicinity of Seattle's new Link Light Rail will help

Make Seattle Neighborhoods Even More Livable!



TABLE OF CONTENTS

Background 3

City Council Station Area Goals
and Strategies 3

Station Area Recommendations 4

Timeline 5

NE 45th Station Area 6-7

Pacific Station Area 8-9

News from Sound Transit 10-11

Contacts for More Information 12

*Cover sketch of The Ave by Makers
Architecture and Urban Design.*

Don't
miss
these
forum
dates!



S
u
m
m
e
r
F
o
r
u
m
s

Dates & Locations

University District:

FORUM: Monday, March 13, 2000
from 6:00 pm to 9:00 pm

LOCATION: University of Washington, Savery Hall Room 239

Southeast

FORUM: Wednesday February 16
from 5:30 pm to 9:00 pm
LOCATION:

University of Washington,
Savery Hall Room 239

Downtown

(Central City Forum)
FORUM: Thursday March 2
at 4:00 pm
LOCATION:

Community Room, West
Precinct, 820 Virginia

Capitol Hill/
First Hill
FORUM:
To be determined

Directions to the forums will be posted on the Station
Area Planning web page. See page 12.

Background



What is Light Rail Station Area Planning?

Station area planning is a City of Seattle sponsored program to encourage lively mixed used development, housing, open space and other community services within walking distance (approximately one quarter mile) of Seattle's proposed light rail stations. The light rail stations themselves create a center of neighborhood activity. Station area planning is an opportunity to build on the light rail investment in ways that make more great places to live, shop, play and work within walking distance of reliable transit service.

How has the community been involved?

Station Area Kick-Off Events: March 1999

The Station Area Planning team hosted three kick-off events to inform people about station area planning. One goal of the kick off events was to encourage interested individuals and neighborhood leaders to join "Station Area Advisory Committees" and guide planning work for each station area.

Station Area Advisory Committees: 1999-2000

These volunteer groups, representing a broad cross-section of neighborhood interests, formed the core of station area planning for the past year and helped City staff develop actions to ensure that light rail enhances their community.

Summer 1999 Design and Development Work Sessions

The City led a series of intensive sessions to take station area planning from ideas to realistic proposals. A newsletter, similar to this one, was sent out to everyone who lives within a quarter-mile of the stations to ask for their feedback. Each session began and ended with a community forum to build on neighborhood planning goals. Sandwiched between these forums were interviews with stakeholders and intensive design and development work sessions that brought together urban development professionals and City staff to identify specific opportunities in station areas. Station Area Advisory Committees helped prioritize these opportunities into action plans.

What are the recommendations in this newsletter based on?

Most of the recommendations you are reading are a follow-up or subset of the neighborhood plan recommendations for each station area community. Station area planning events, advisory committees and work sessions have further refined these recommendations.

The Seattle City Council has adopted goals and strategies for station areas.

The City wants to encourage more people to ride transit.

ENCOURAGE HOUSING, COMMERCIAL & RETAIL uses that support transit and generate pedestrian activity.

USE URBAN DESIGN to enhance community identity of station areas and make them attractive, safe and convenient places.

PROVIDE PUBLIC FACILITIES that encourage transit ridership.

CREATE A SAFE ENVIRONMENT around stations.

ENHANCE the existing **TRANSPORTATION** network, support transit-oriented development, and promote good walking, bicycle, and transit connections.

PROMOTE ECONOMIC VITALITY within station areas.

Station Area

RECOMMENDATIONS



Recommendations for all station areas

Although the recommendations in this newsletter are organized by station area, there are issues that the City of Seattle, Sound Transit and in some instances the University of Washington, must work together to address for the entire University District, including:

Parking

The City of Seattle has been working with the University District Parking Associates to explore options for redeveloping certain existing surface parking lots into mixed use buildings with a public parking component. We will continue to work together to implement parking management strategies resulting from the Strategic Planning Office Parking Study, potentially including:

- Parking ratios specifically tailored to the neighborhood;
- Identifying locations where several businesses or residents can share parking;
- University District wide parking management and marketing strategies, and ways to reduce parking demand; and
- Bicycle parking requirements to encourage bike use.

Transit Oriented Development (TOD)

TOD includes planning for future development at an appropriate scale, height and density to support transit while being compatible with community character. Sound Transit is working with the UW to address the university's concerns related to station construction on UW property. Assuming these concerns will be resolved, some TOD opportunities in station areas will occur on UW land. The City will encourage partnerships that may occur between other agencies, community organizations and private property owners to utilize TOD opportunities on non-UW property in the area.



University District Transportation Program
Transportation issues in the University District will be addressed through a coordinated effort by the City, Sound Transit and the UW. The City is currently considering options to respond to the community's request for a neighborhood-focused transportation plan. Such an effort could integrate and supplement, where needed, existing transportation studies to provide an overall picture of transportation issues, and a unified direction for transportation improvements.

Public Restrooms

In response to community interest, the City will continue to explore the feasibility of public restrooms located on City rights-of-way near the light rail stations.

Transit Service

The City will work with King County Metro, Community Transit and Sound Transit to coordinate bus transit service to stations and to identify long term options for an off-street bus layover facility. The City, Metro and UW will continue to work towards evaluating and implementing options for developing off-street bus layover facilities to meet expected demand.

UW Master Planning

The City will work with the UW during their master planning process to implement neighborhood plan recommendations including:

- Determining options for off-campus leases;
- Enhancing shuttle transit service;
- Improving 15th Avenue NE and the edge of campus along 15th Avenue NE;
- Improving Campus Parkway to provide more usable open space;
- Encouraging coordinated development in the West Campus area to improve street environment and provide small open spaces;
- Locating and scheduling cultural facilities and activities to create a greater interaction with the community.

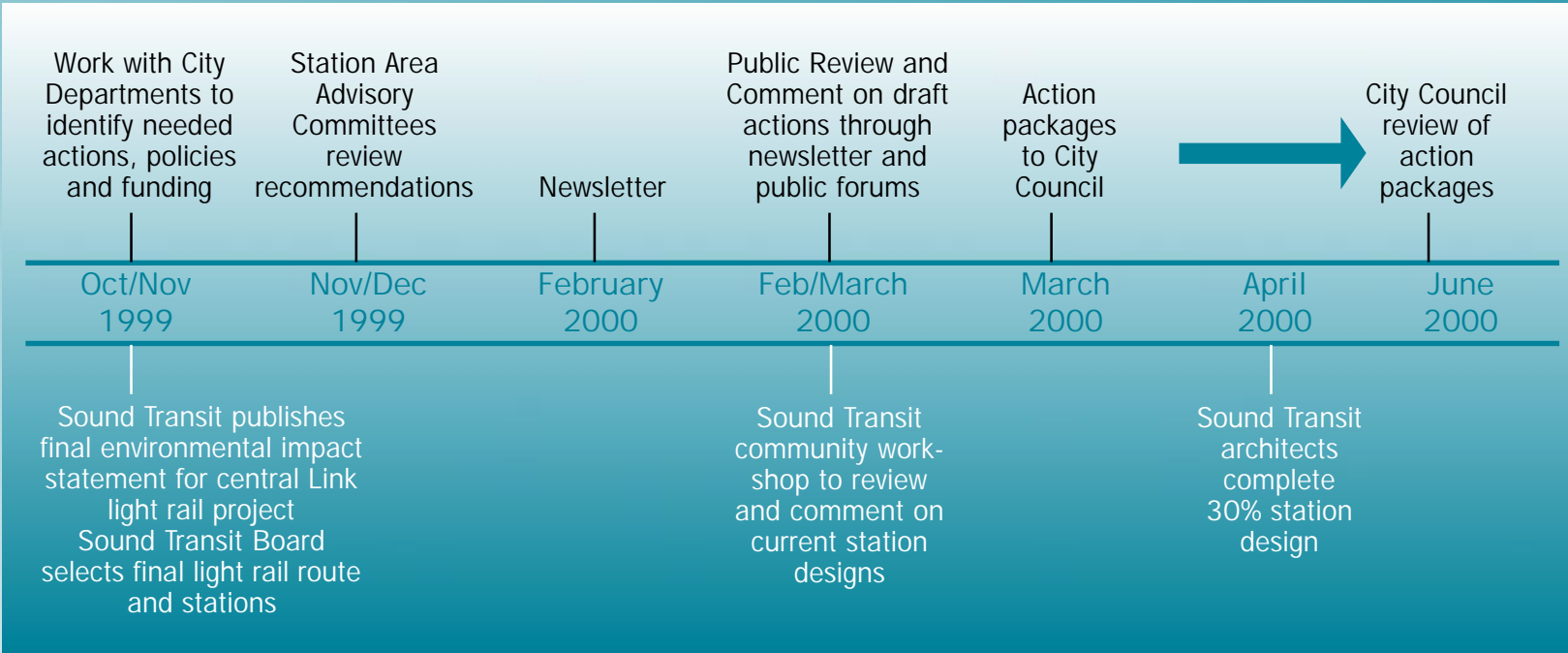


TIMELINE AND NEXT STEPS

The timeline below describes the next opportunities for public review of the City's Station Area Planning and Sound Transit's Station Design recommendations. This timeline also shows the main steps we have taken since our August 1999 "Report Back to the Community" public forum. We have been working to make the opportunities we presented at the forums into realistic actions that the City and Sound Transit can implement. These recommendations will be modified before they go to City Council based on your feedback at the upcoming March public forum and in response to this newsletter. Council will also solicit feedback from the public as it considers potential policy changes and action items. Some of these actions can happen now, as soon as resources are available. Others will happen during or after Sound Transit's construction of the rail line.

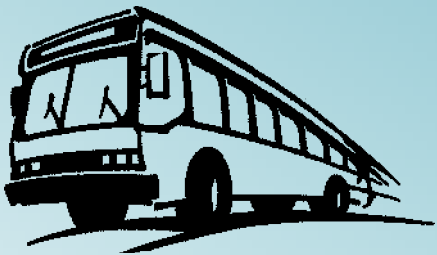


STATION AREA PLANNING Timeline & Critical Path



SOUND TRANSIT Timeline & Critical Path

Sound Transit is actively pursuing funding to extend light rail to Northgate in Phase I. Extending light rail to Northgate will allow Sound Transit to serve the areas north of the University District with light rail. Extending service to Northgate may also help address community concerns about impacts (such as parking and bus traffic) resulting from being the "end of the line." Additionally, it will reduce the number of buses routed to downtown Seattle and the University District, reducing congestion on the downtown and neighborhood streets.



NE 45th

EXECUTIVE SUMMARY

The University District is a vibrant community containing a growing business district, residential areas and the University of Washington (UW). In addition to the UW, the station area incorporates the University Way (The Ave), Brooklyn and University Heights areas. The community envisions strong investments in mixed-use development along The Ave, supported by the planned Ave street improvements.

The University District will be served by two stations—one at NE Pacific Street and 15th Avenue NE, and one at NE 45th Street and 15th Avenue NE. These deep mined stations will be served by banks of high-speed elevators. Light rail provides an opportunity to knit together the University and the community. The City's station area planning actions bring forward many of the recommendations from the University Community Urban Center Plan and The Ave Plan, with additional recommendations related to light rail. Both stations are proposed to be on UW property. Sound Transit and the University of Washington are working together to ensure that the station designs and locations fit with the University's plans and projects while serving community and regional goals.

Current photo of the Ave



The Ave street design plan proposes wider sidewalks, with bus stop bulbs and crosswalk bulbs further expanding sidewalk space. Simple, clean pavement and artful luminaires will unify the streetscape.

NE 45th Station Area

The NE 45th Station will serve The Ave business district, residential areas to the north and west, and the UW. Over the next few years, there will be several projects that will change the character of the area including construction of the new law school, and reconstruction of University Way (The Ave). Of particular concern to all parties is addressing any impacts to the area resulting from being an interim terminus. Sound Transit is working hard to secure funding to ensure that the line extends to Northgate in Phase I.



The community and University envision that development of this station will help to soften the physical boundary between them, particularly along the east side of 15th Avenue NE. This would occur by removing sections of the retaining wall along 15th Avenue NE and improving connections across 15th Avenue NE. Sound Transit is designing the station entrances and plazas at NE 45th St. and NE 43rd St. to enhance visual connections between The Ave and the UW campus. As a part of the UW campus, the station design will also integrate with the UW development.

THE CITY RECOMMENDS:

- 1 **Ave Project:** The City will work to implement The Ave Project and ensure that Sound Transit related improvements are coordinated with The Ave Project design.
- 2 **15th Avenue NE:** (NE 50th St – NE Pacific St.) The City will coordinate with the UW and Sound Transit to complete street and sidewalk improvements and to provide an optimal balance of pedestrian, bus and car usage. They will also coordinate to redesign the edge of the campus to remove appropriate sections of the retaining wall.
- 3 **NE 43rd Street:** The City will complete street and sidewalk improvements between the Ave and 15th Ave NE and the station to enhance pedestrian connections to the station, including: pedestrian crosswalks, sidewalks, street trees, lighting and other pedestrian amenities.
- 4 **Brooklyn Green Street:** The City will work with the neighborhood to develop a "Green Street" concept for Brooklyn Ave NE.
- 5 **Church RoundTable:** The City will facilitate round table discussions with churches in the University District to increase coordination of future development of church properties.
- 6 **Parking:** The City will work with University District Parking Associates to explore options for redeveloping certain existing surface parking lots into mixed-use buildings with a public parking component. Recommendations resulting from the City of Seattle Parking Study will be implemented.
- 7 **Bus Layover Facilities:** The City will work with King County Metro and Community Transit to address on and off-street bus layover needs.

Looking east on NE 43rd Street



Artist's perspective drawing of NE 43rd Street looking east.
Drawing by Michael Kimelberg.

Station Area

Pacific

EXECUTIVE SUMMARY

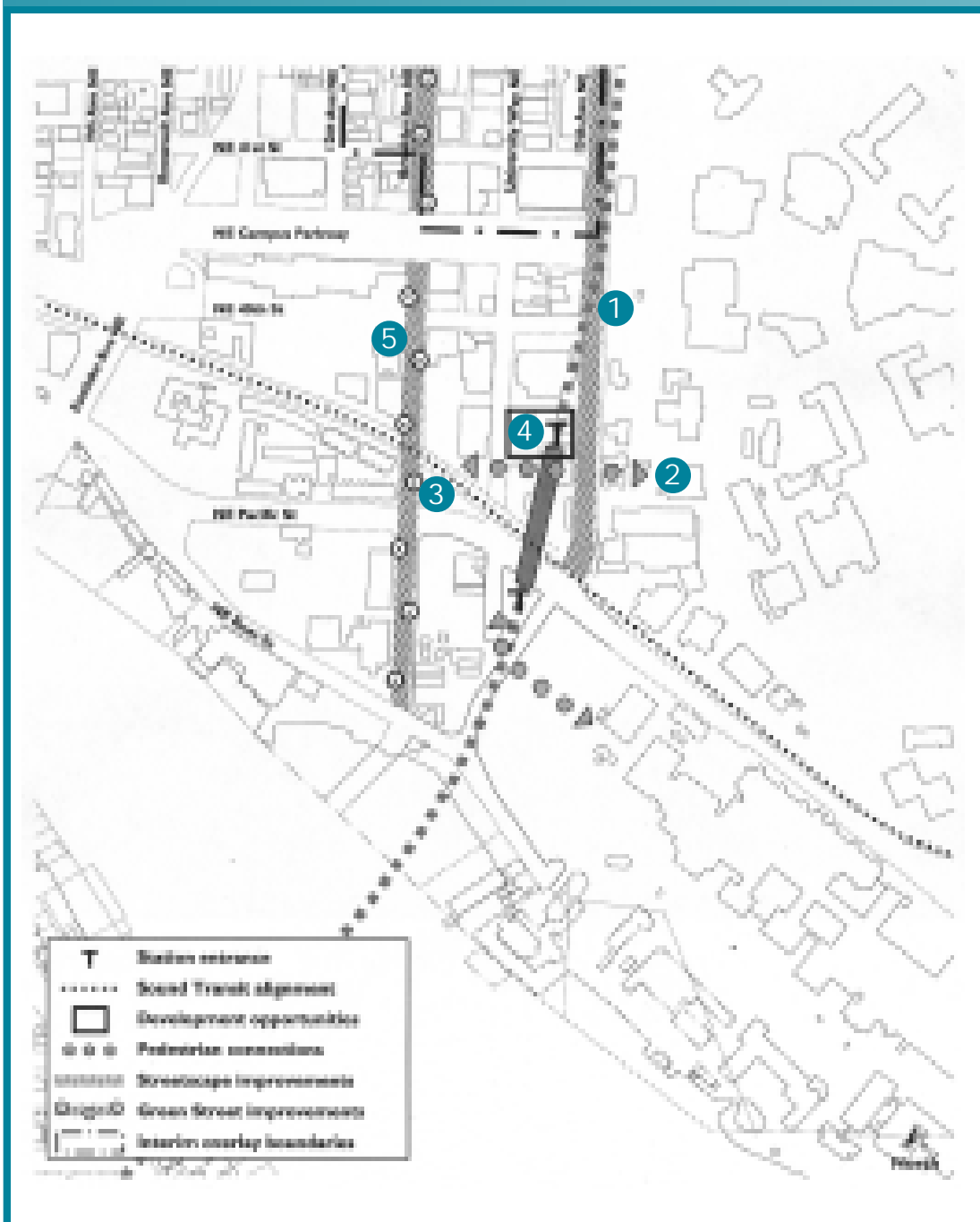
The University District will be served by two stations—one at NE Pacific Street and 15th Avenue NE, and one at NE 45th Street and 15th Avenue NE. These deep mined stations will be served by banks of high-speed elevators. Light rail provides an opportunity to knit together the University and the community. The City's station area planning actions bring forward many of the recommendations from the University Community Urban Center Plan and The Ave Plan, with additional recommendations related to light rail. Both stations are proposed to be on UW property. Sound Transit and the University of Washington are working together to ensure that the station designs and locations fit with the University's plans and projects while serving community and regional goals.

Pacific Station Area

The Pacific Station will have entrances on both sides of Pacific Street and will be designed to facilitate connections to the various parts of the UW campus and medical facilities. It will also serve the Husky Stadium on game days. Because of its proximity to the Burke-Gilman Trail, it is likely that accommodating bicycle commuters will be a strong focus of the station, plaza and approaches.

THE CITY RECOMMENDS:

- 1 **15th Avenue NE** (NE 50th St – NE Pacific St.) The City will coordinate with Sound Transit and the UW on improvements to complete street and sidewalk improvements and to provide an optimal balance of pedestrian, bus and car usage.
- 2 **Campus Connection:** The City will work with Sound Transit and the UW to provide a new campus entry near Architecture Hall that links the light rail station, The Ave, campus and the Burke-Gilman Trail.
- 3 **Connection to Burke-Gilman Trail:** This station should provide direct connection to the Burke-Gilman trail. Sound Transit is committed to improvements that will facilitate pedestrian and bicycle flows between the Burke-Gilman trail and Pacific Station.
- 4 **Bike Station:** Sound Transit is working with the UW and City of Seattle to plan adequate bicycle facilities, to provide bicycle parking at Pacific Station with a possible bike station that provides valet parking, service and sales to bike commuters.
- 5 **Brooklyn Green Street:** The City will work with the neighborhood to develop a "Green Street" concept for Brooklyn Avenue NE.





Northeast view of the NE Pacific Street and 15th Avenue NE intersection. The site for the Pacific Station is in the foreground.



Intersection at NE Pacific Street and 15th Avenue NE looking southwest. The Pacific Station site is on the far corner in front of the parking garage.



Bicyclists on the Burke-Gilman trail.



Station Area

SOUND

SOUND TRANSIT'S MOVING FORWARD

Sound Transit is building a light rail transit system to provide fast, convenient, and reliable transportation through the heart of the Puget Sound region. By 2006, trains will serve 21 stations between SeaTac and Northgate. The University District is currently the second largest transit destination in the state. In six short years, Link light rail will offer transit riders a new transportation option to the University of Washington, The Ave shops and restaurants, major employers, and residential neighborhoods without requiring more capacity for cars.

A trip from the UW to the Rainier Valley will take about 20 minutes by Link light rail. In another 20 minutes, you can be at Sea-Tac International Airport. The trip from the University District to First Hill will take about seven minutes and to downtown Seattle about ten minutes. With light rail, University District citizens will have access to more than 97,000 additional jobs, educational opportunities, and services within a 45-minute ride.

Station Elements

The Sound Transit Board's November 18, 1999 resolution on the light rail line alignment indicated the intent to work with the University of Washington to locate stations on University property. The UW Regents has outlined a series of concerns that must be addressed to receive approval of this action. Sound Transit and the UW have been working to address these concerns. Throughout this year, Sound Transit has worked closely with community

members, the University of Washington, and the City of Seattle to design the light rail line and stations. Building on ideas generated at last fall's station design workshop, the University District design team is creating stations that will draw people to the stations and connect with surrounding destinations. Each station entrance will have a surface structure

for elevators as well as a plaza area directing commuters to the light rail system. Elements of the station's design that are a priority for community members include:

- Linking stations with nearby facilities such as the Burke Museum;

- Using art to reflect a diversity of cultures;
- Landscaping to invite people into the stations,
- Providing effective signs, security, and lighting.

NE 45th Station

The station will be located on the east side of 15th Avenue NE. Entrances will be at the corner of NE 45th Street and 15th Avenue NE and where NE 43rd Street intersects the campus. In addition to serving the UW, the Ave and the University district, the NE 45th Station will collect North Seattle residents who would currently take express buses through the University District. Wider sidewalks on portions of NE 43rd Street, along with street trees, signs, improved lighting and public art are part of the plan to enhance links between the campus and community.

Pacific Station

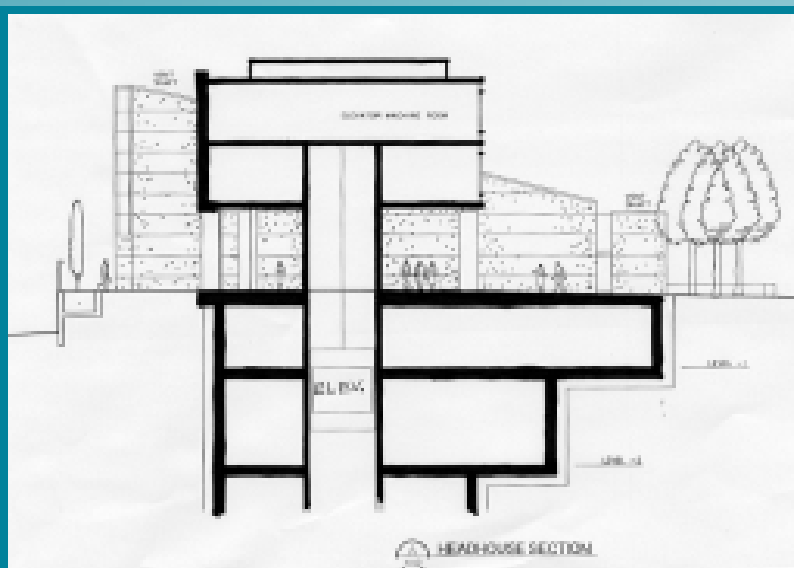
Situated underneath Pacific Avenue, the light rail station will be approximately 230 feet deep, with entrances north and south of Pacific and 15th Avenue NE. The Pacific Station will offer researchers, students, sports fans, and visitors easy access to UW research and medical facilities, Husky Stadium, and the expanding southwest campus.

Bicycle Accommodations

The two University District stations are being designed with bicyclists in mind, incorporating people's comments from last fall's public workshop on bicycle access. There will be ample space to move bicycles through stations and onto light rail vehicles. The NE 45th Station will have bicycle racks and lockers, with room for expansion. At the Pacific Station there will be more bicycle racks and potentially other services such as bicycle repair facilities.

How will people access University District station platforms?

Three high-speed elevators at each entrance will provide easy and efficient access between the surface and station platform – taking about 25 seconds one-way. The depth of the station makes it impractical for escalators, which would add several minutes to patrons' travel times. Sized 10-foot by 10-foot, each elevator will carry 30 to 35 passengers. Doors on both sides of the elevator will allow riders to exit one side before new passengers enter from the other side.



Pacific Station Headhouse cross-section. Drawing by Zimmer Gunsul Frasca Partnership.

T r a n s i t

How will Sound Transit address security issues at deep tunnel stations?

Security of our customers is a paramount concern for Sound Transit. Using state-of-the-art emergency and safety equipment, Sound Transit is confident it can provide excellent security in deep tunnel stations. Similar security issues have been addressed in other deep tunnel facilities, including those in Washington D.C. and the Washington Zoo Station in Portland, Oregon (the deepest station in North America). Sound Transit will install video surveillance cameras on elevators and station platforms that are continuously monitored. Roving or stationary staff on trains and at stations should discourage criminal activity. Citizens will be one touch away from emergency help if needed.

What is meant by design-build?

With design-build, engineers and contractors work closely together to complete final design and construction of the tunnels within a condensed time frame. Sound Transit is requesting proposals in early 2000, so we can award a contract in the fall and begin construction in 2001.

Why is Sound Transit asking for a noise variance?

To complete the project on time, Sound Transit is asking the City of Seattle for a variance to its Noise Ordinance to allow certain nighttime construction activities. The variance is necessary to maximize the efficiency of the underground tunneling, by allowing it to occur around the clock. The variance would allow certain surface construction activities to support underground tunneling work during nighttime hours from 10 p.m. to 7 a.m. on weekdays and 10 p.m. to 9 a.m. on weekends.

The nighttime noise limit will be customized to each location, allowing only 5 dBA above existing noise levels. Sound Transit will take steps to limit noise, such as requiring noise-absorbing barrier walls around each construction site. The agency has learned the best ways to lessen noise from other major light rail construction projects: the Red line in Los Angeles, California and the Westside MAX in Portland, Oregon. Citizens will have a 24-hour, staffed hotline to call about noise levels. Sound Transit will also monitor noise levels and offer incentives or use penalties with contractors to ensure they stay within the noise limits.



Construction Impacts

Building a new light rail system will generate construction impacts. Sound Transit, along with the UW, local businesses and neighborhoods are working together to minimize impacts. In the University District there have been concerns about the number of trucks needed to haul away the dirt produced from digging the transit tunnel. To lessen impacts on the neighborhood, Sound Transit has devised an overhead conveyor system at Pacific Street to carry the dirt to Portage Bay where it can be transported by barge. Sound Transit is working with permit agencies to get the necessary approvals. Sound Transit wants to be a good neighbor and will continue to coordinate with the UW and local community to identify ways to lessen the impacts from building the light rail system.

Improvements at NE 43rd Street. Perspective drawing by Zimmer Gunsul Frasca Partnership.

Extending to Northgate

Sound Transit is actively pursuing funding to extend light rail to Northgate. Reaching Northgate will further improve access to the University District, and increase the system's overall ridership by more than 16,500 daily riders.

Noise wall around proposed construction site at NE Pacific Street and 15th Avenue NE. Arai/Jackson, Architects and Planners.



Information

CITY OF SEATTLE

Northeast Seattle Stations

David Goldberg • (206) 684-8414
email: davidw.goldberg@ci.seattle.wa.us

Central Seattle Stations

Barbara Gray • (206) 615-0872
email: barbara.gray@ci.seattle.wa.us

Southeast Seattle Stations

Trang Tu • (206) 615-0790
email: trang.tu@ci.seattle.wa.us

Citywide contact

Jemae Pope • (206) 684-8674
email: jemae.pope@ci.seattle.wa.us



SOUND TRANSIT

University District/Northgate

Roger Iwata • (206) 689-4904
email: iwatar@soundtransit.org

Capitol Hill/First Hill

Kara Palmer • (206) 398-5133
email: palmerk@soundtransit.org

Downtown Seattle

Jeff Munnoch • (206) 398-5131
email: munnochj@soundtransit.org

Southeast Seattle

Yuko Kodama • (206) 398-5132
email: kodamay@soundtransit.org



Want more detailed information?

Visit our Website at
www.ci.seattle.wa.us/planning/homesap.htm

You will find:

- Summary of Transit-Oriented Development in Other Cities
- Case Studies of Transit-Oriented Development
- Station Area Atlas
- Station Area Planning Brochures
- Station Area Planning Schedule of Events
- More detailed station area recommendations will be listed in a working document called "Action Packages." These recommendations will be updated as they are amended or implemented.

In addition to our website, information on Seattle Station Area Planning is available at the Seattle Public Library and Neighborhood Service Centers.

Forum

UNIVERSITY DISTRICT PUBLIC FORUM

University District Forum

FORUM: Monday, March 13, 2000
from 6:00 pm to 9:00 pm

LOCATION: University of Washington
Savery Hall, Room 239



Directions to the forums will be posted on the Station Area Planning web page.

If you are unable to attend the forum, you can provide feedback by contacting:

David Goldberg
(206) 684-8414

Email:
davidw.goldberg@ci.seattle.wa.us

Newsletter design
by Bronwyn Edwards
SirenSong Productions
206.938.3820